

# BookletChart™

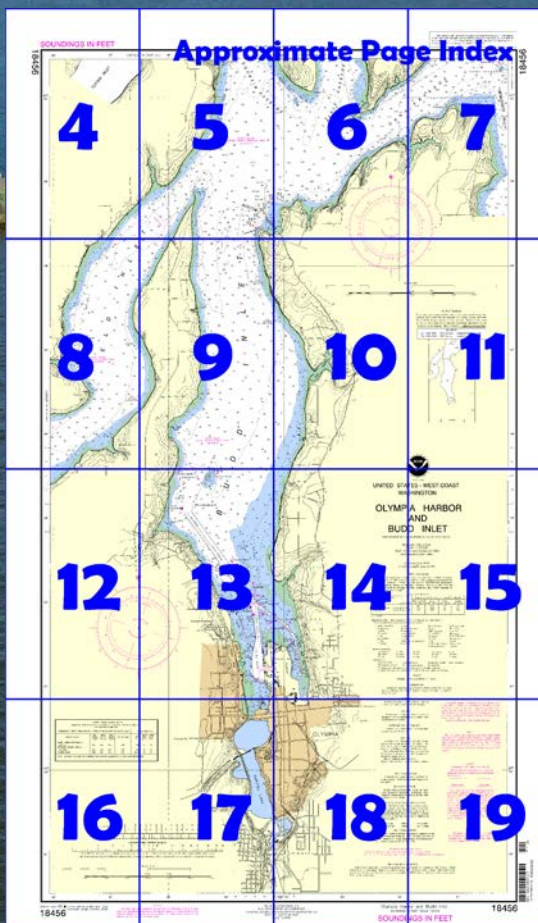
## ***Olympia Harbor and Budd Inlet*** **NOAA Chart 18456**



***A reduced-scale NOAA nautical chart for small boaters***  
***When possible, use the full-size NOAA chart for navigation.***



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18456>.



**(Selected Excerpts from Coast Pilot)**  
**Dana Passage**, between **Brisco Point**, the S point of Harstine Island, and the mainland, is about 2 miles long. It is the main route to Budd Inlet and Olympia, and also joins with three other bodies of water: Eld Inlet, Squaxin Passage, and Peale Passage. Squaxin Passage leads to Totten and Hammersley Inlets, and Peale Passage leads to Pickering Passage. With the exception of Itsami Ledge near its E end and a fish haven about 0.3 mile N, Dana Passage is clear and a

midchannel course may be safely followed. The currents in Dana Passage frequently attain velocities of 3 knots or more.

**Boston Harbor**, a village in the cove of the same name just E of Dofflemeyer Point, has a marina with berthage for about 100 craft, gasoline, diesel fuel, water, ice, limited supplies, and a launching ramp.

**Budd Inlet**, 29 miles by water from Tacoma, is about 6 miles long, extending S from Dana Passage and terminating in flats that bare at the head of **East Bay** and **West Bay**. The entrance is between Cooper Point and **Dofflemeyer Point**; the latter is marked by a light. The entrance to Budd Inlet is deep except for a 27-foot shoal in the middle of the entrance. The shores are comparatively low and wooded, and the depths shoal less abruptly on the E than on the W side of the inlet. East Bay and West Bay are obstructed by flats and shoals that bare for about 0.8 mile, through which channels have been dredged to the Olympia waterfront.

**Olympia**, the capital of the State of Washington is at the head of East and West bays at the S end of Budd Inlet. Traffic in the port is composed primarily of container vessels, roll-on/roll-off, and break bulk.

**Channels.**—A **Federal project** provides for a 30-foot channel from deepwater in Budd Inlet to a 30-foot turning basin off the W side of the port terminal near the head of West Bay. The channel is marked by lighted and unlighted buoys, lights, and lighted ranges.

A dredged channel with a project depth of 13 feet leads SE from the 30-foot outer channel to a mooring basin on the E side of the peninsula at the head of East Bay; the channel is marked by a lights. (See Notice to Mariners and latest editions of charts for controlling depths.)

**Anchorage.**—Good anchorage may be had anywhere inside the entrance in muddy bottom.

**Dangers.**—**Olympia Shoal**, which bares, is about 0.4 mile off the W shore, 3 miles inside the entrance. A light is on the E side of the shoal, and on its W side are lights marking the approach to the dredged channel. There are numerous shoals, piles, dolphins, and log booms on the E side of the harbor. A visible wreck, in about 47°05'14"N., 122°55'49"W., is near the approach to the dredged entrance channel to Olympia; the wreck is marked by an orange buoy.

**Regulated navigation area.**—A security zone has been established in the turning basin of West Bay. (See **33 CFR 165.1321**, chapter 2, for limits and regulations.)

**Pilotage, Olympia.**—Pilotage is compulsory for all vessels except those under enrollment or engaged exclusively in the coasting trade on the W coast of the continental United States (including Alaska) and/or British Columbia. Pilotage for Puget Sound is provided by the Puget Sound Pilots. (See Pilotage, Strait of Juan de Fuca and Puget Sound, indexed as such, chapter 12 for detail.)

**Quarantine, customs, immigration, and agricultural quarantine.**—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

**Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Olympia is a **customs port of entry**.

**Supplies.**—Water, ice, groceries, and some marine supplies can be obtained. Diesel fuel, gasoline, and lubricants are available.

**Small-craft facilities.**—There are many marinas at Olympia. Berths, electricity, gasoline, diesel fuel, water, ice, launching ramps, storage, and marine supplies are available. Hull and engine repairs can be made at a marina just S of the port wharf. A private yacht club has its moorings at the head of West Bay 0.3 mile S of the turning basin.

### **U.S. Coast Guard Rescue Coordination Center** **24 hour Regional Contact for Emergencies**

RCC Seattle

Commander

13<sup>th</sup> CG District

Seattle, WA

(206) 220-7001



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



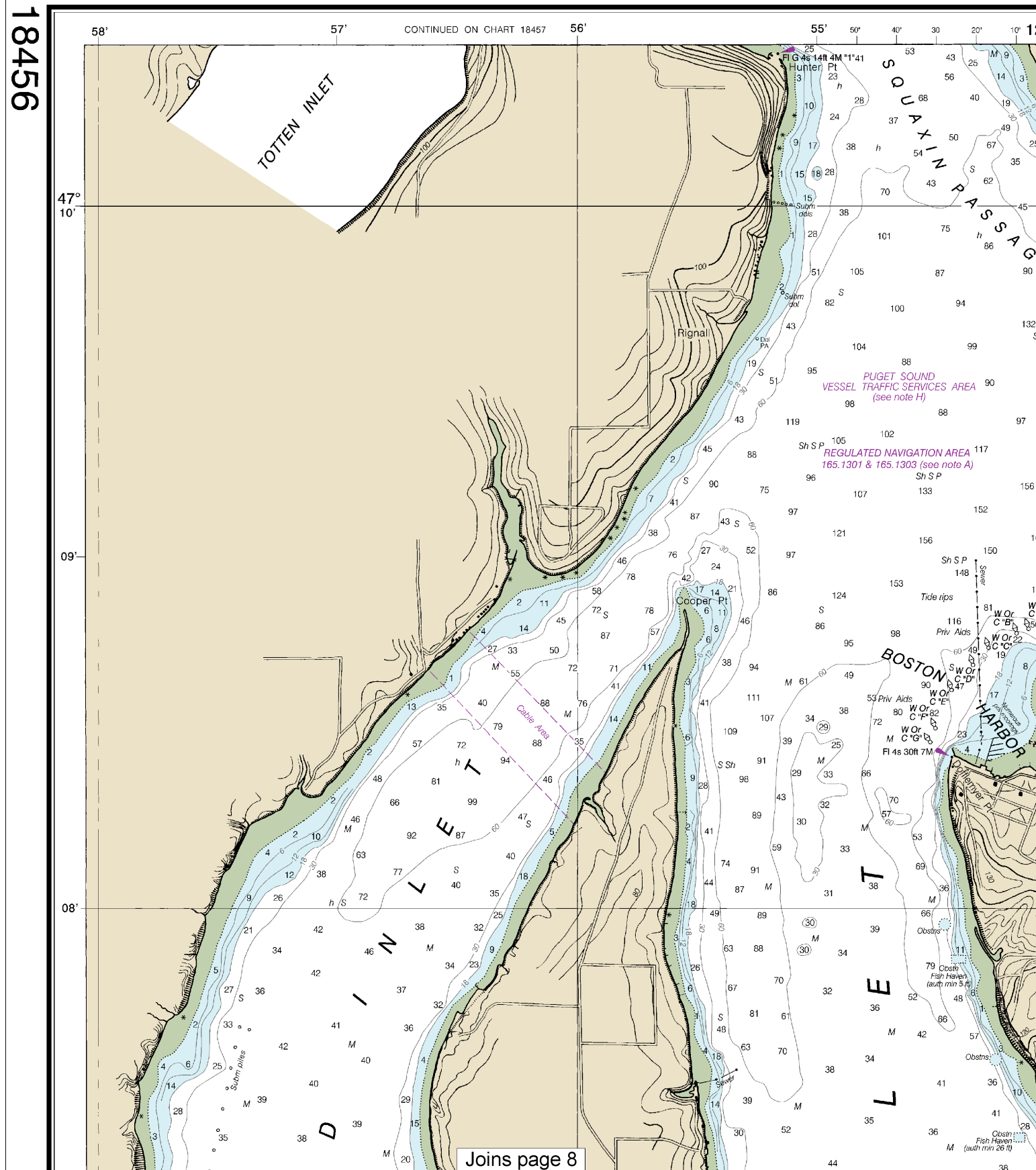
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

# SOUNDINGS IN FEET

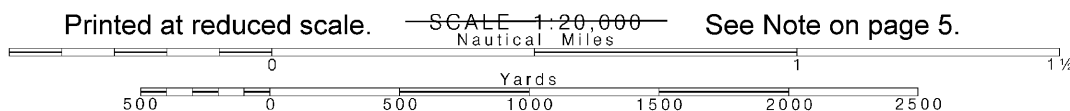
Formerly C&GS 6462, 1st Ed.

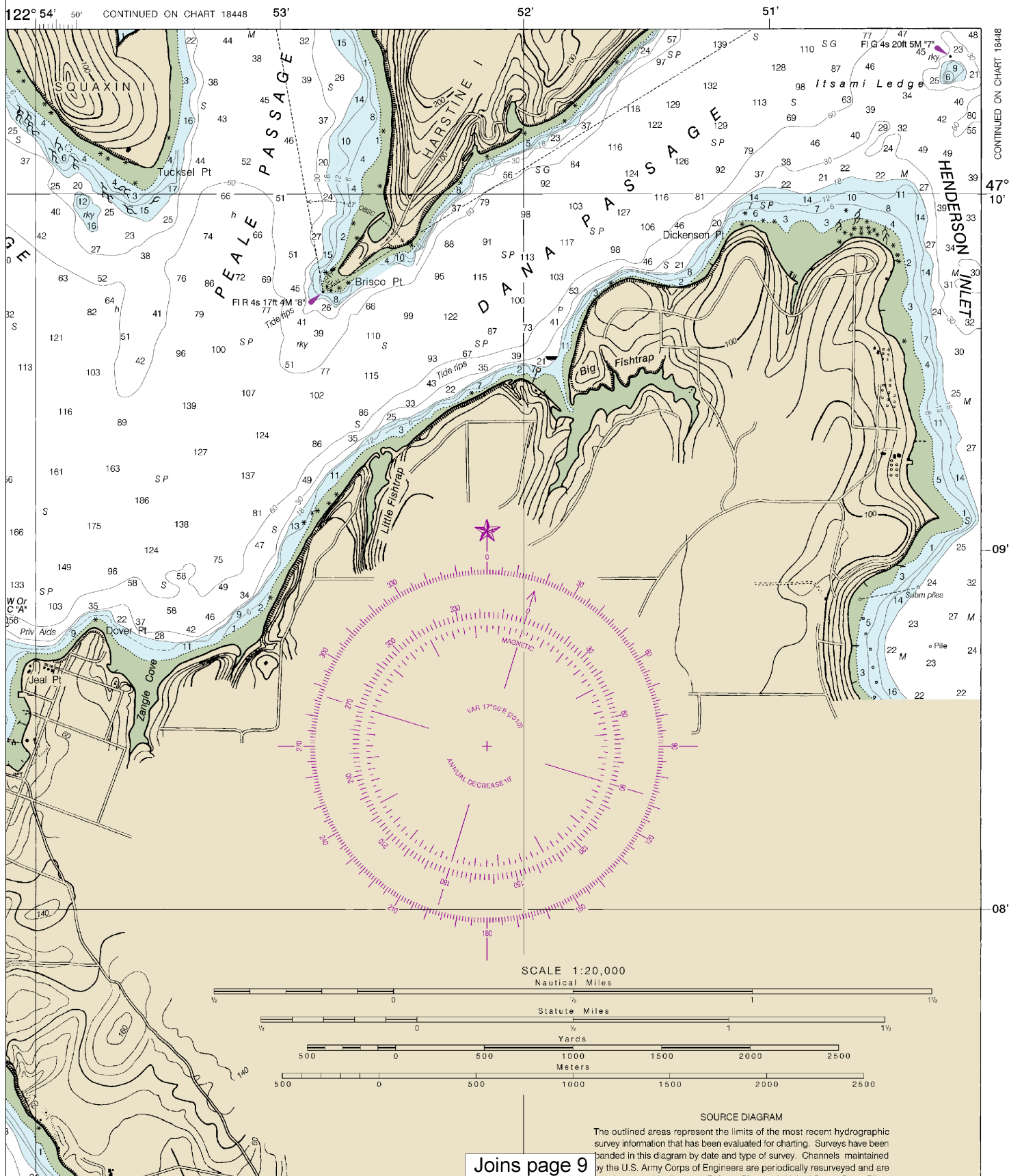
18456



4

Note: Chart grid lines are aligned with true north.



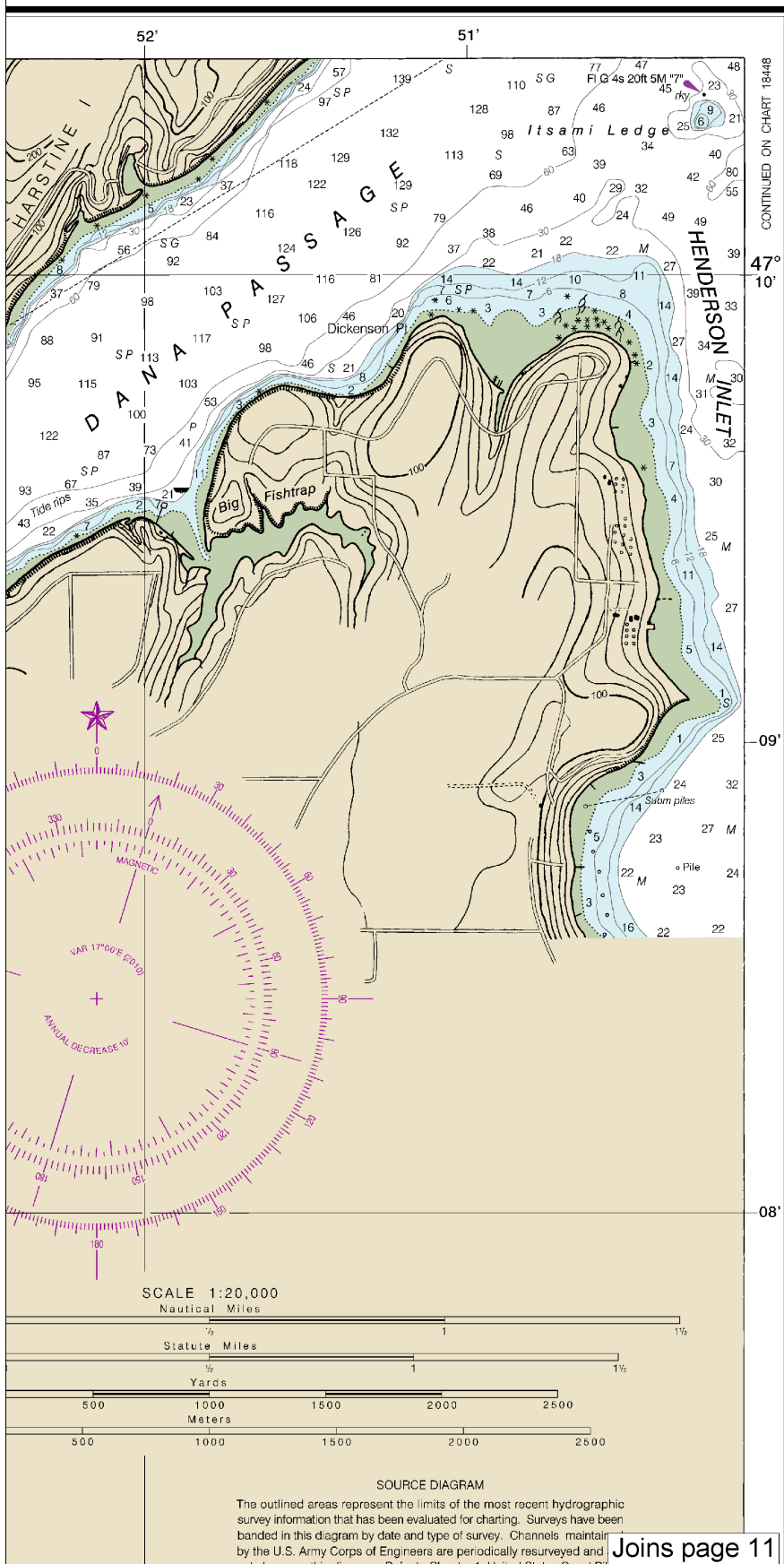


This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:26666. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

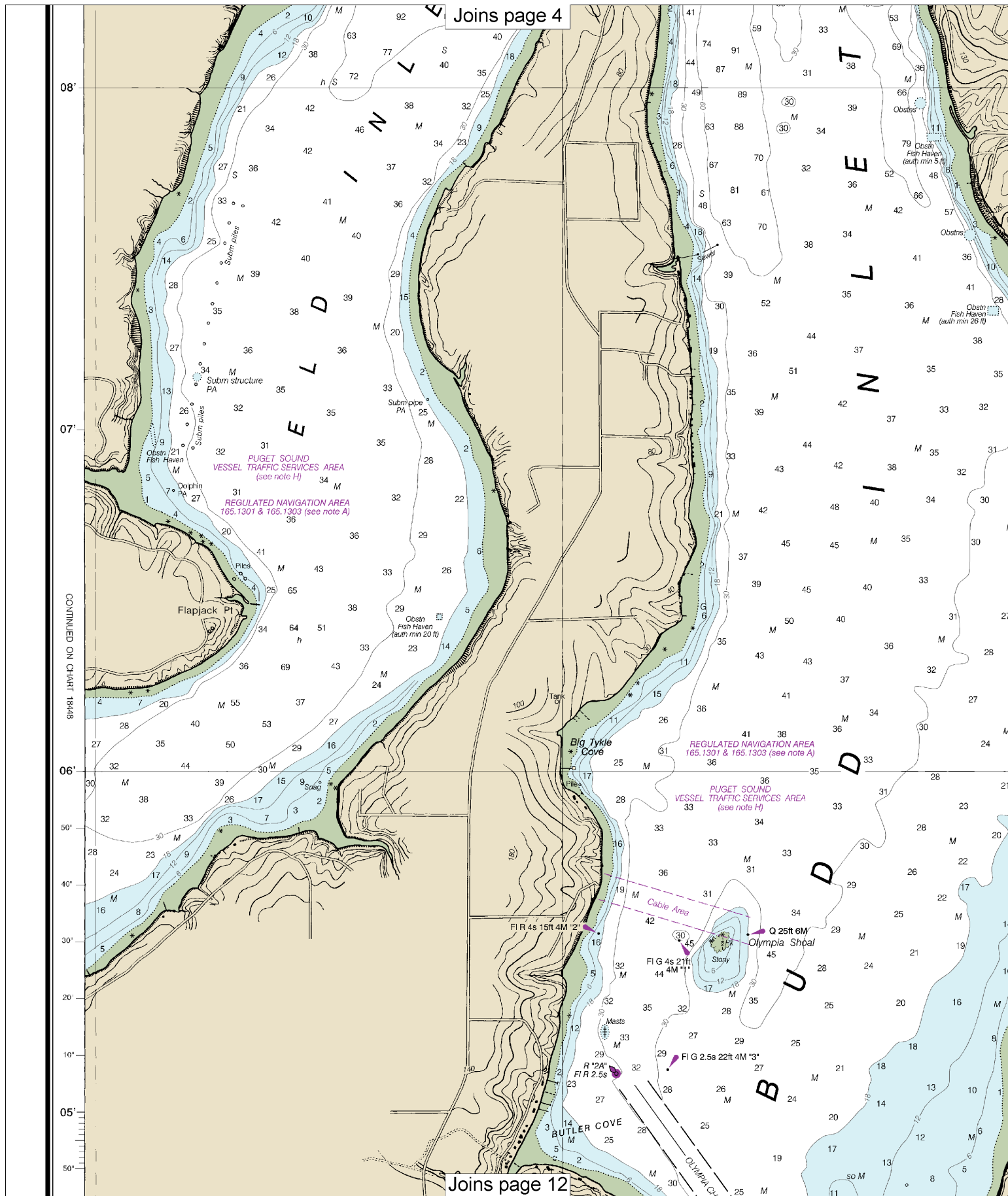




18456



Joins page 4

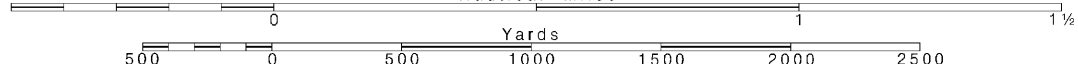


Joins page 12

Printed at reduced scale.

~~SCALE 1:20,000~~  
Nautical Miles

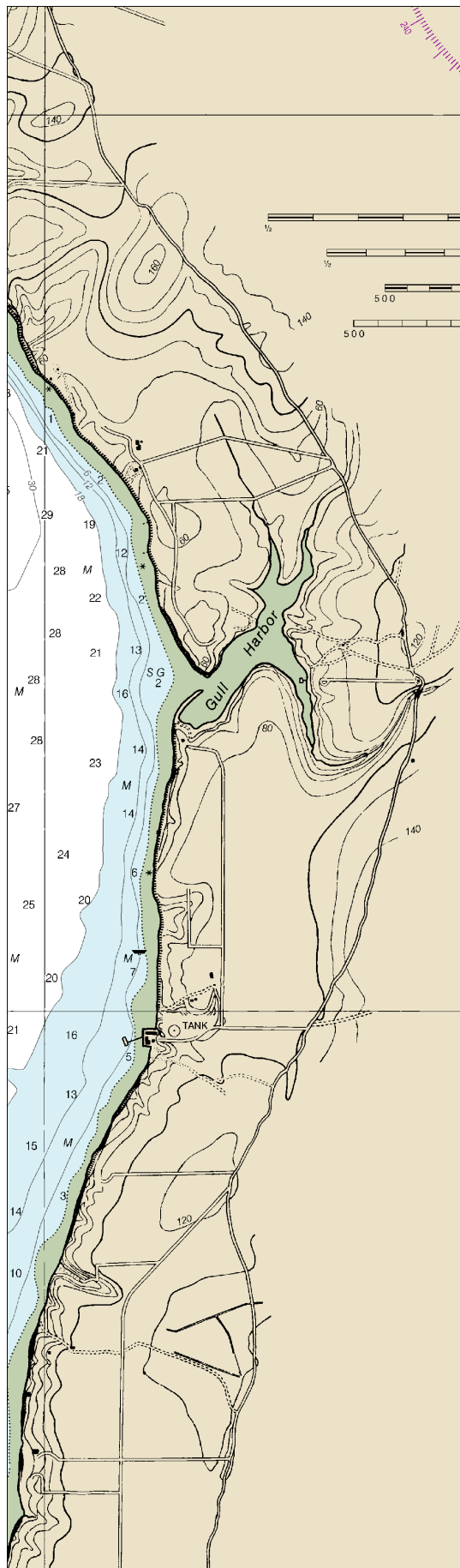
See Note on page 5.



Note: Chart grid lines are aligned with true north

8





SCALE 1:20,000

Nautical Miles

Statute Miles

Yards

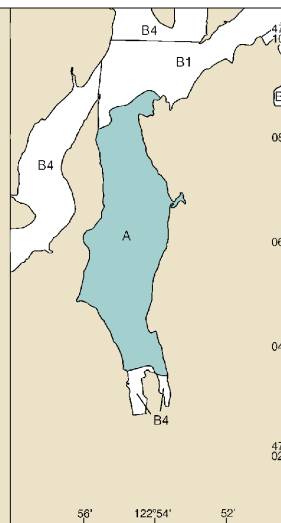
Meters

#### SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

#### SOURCE

A	1990 - 2005	NOS Surveys	full bottom coverage
B1	1990 - 1996	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage

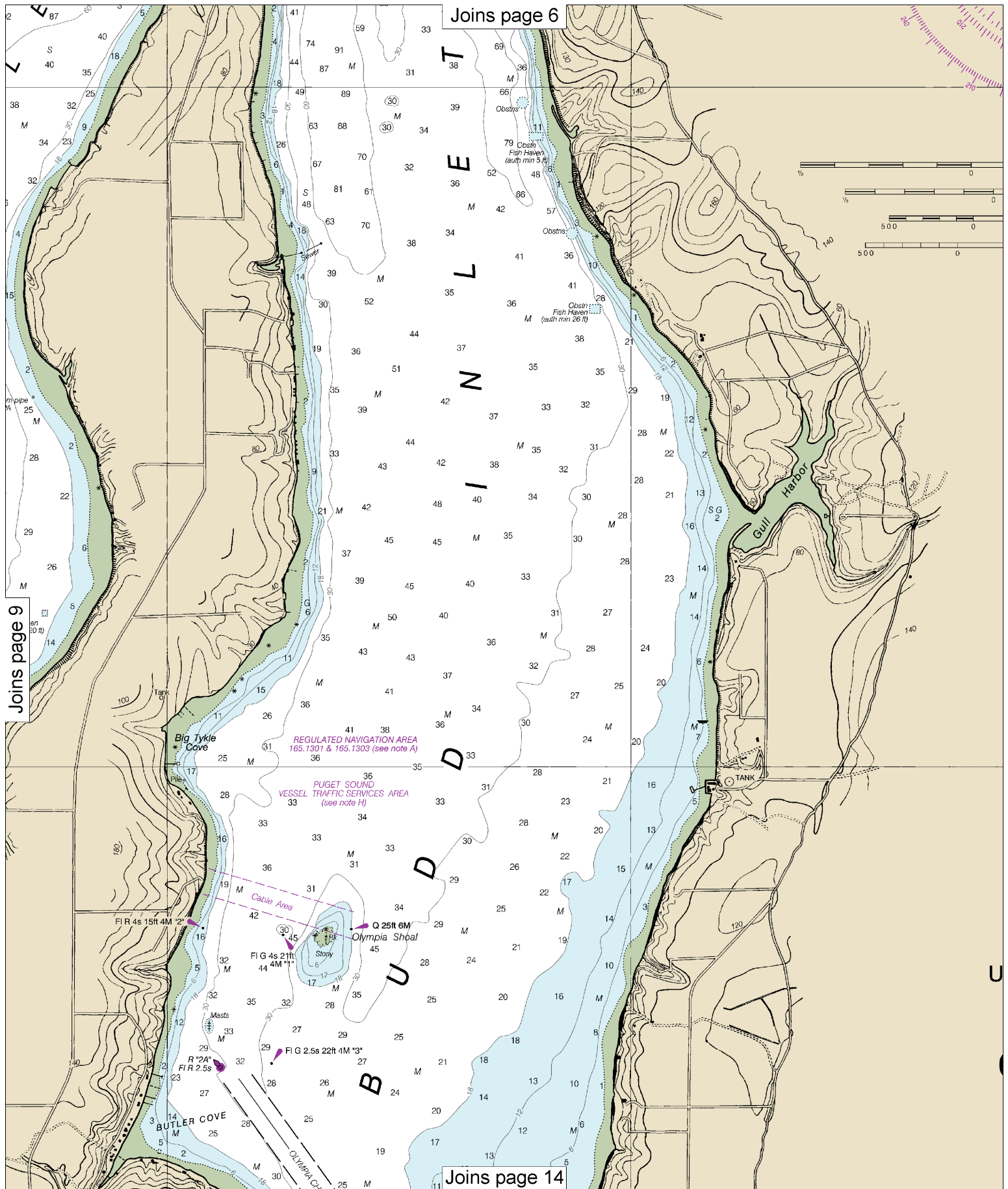


THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST  
WASHINGTON

# OLYMPIA HARBOR AND BUDD INLET

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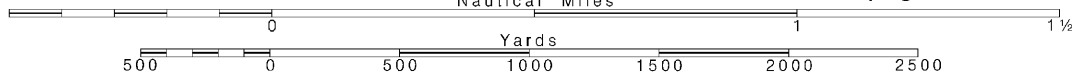
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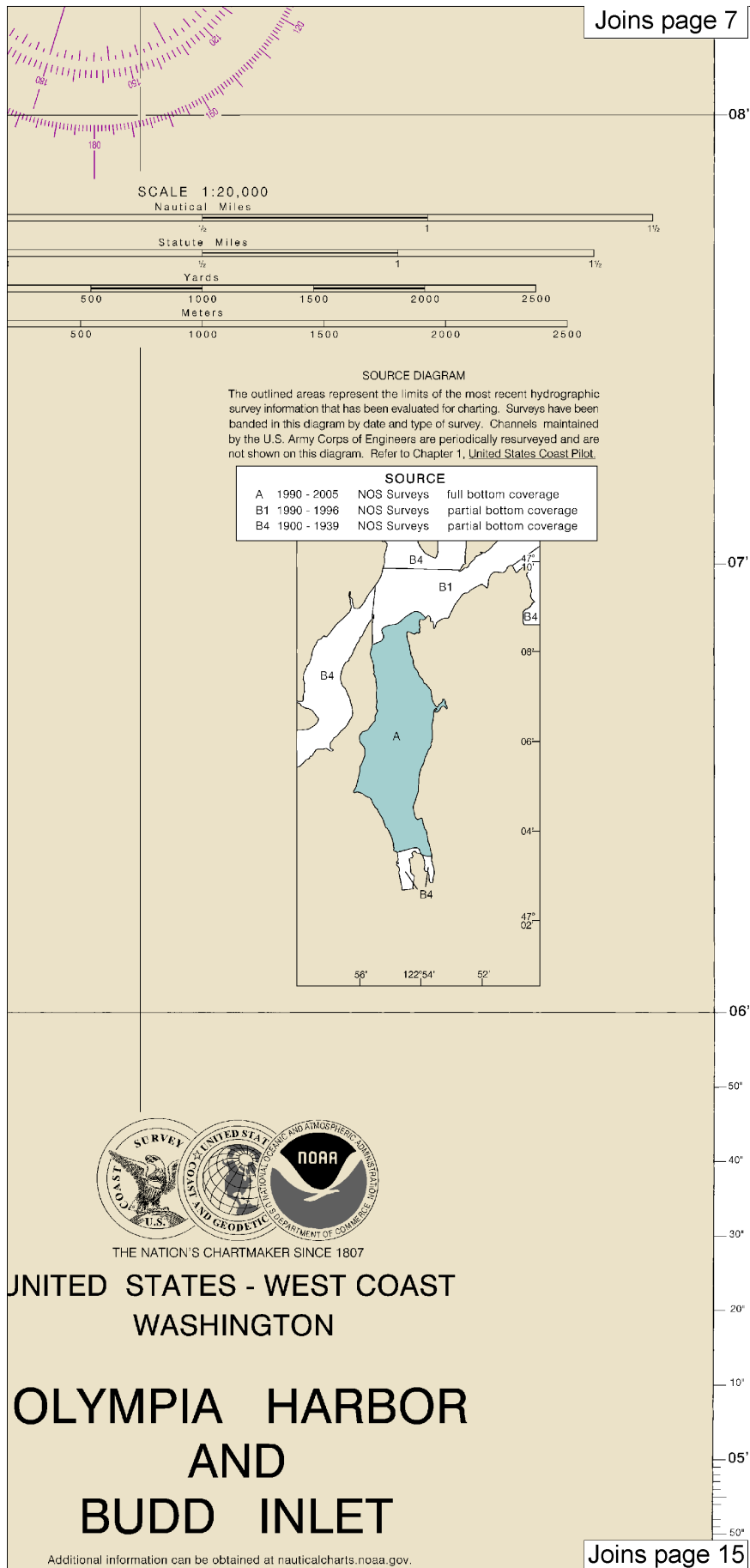
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

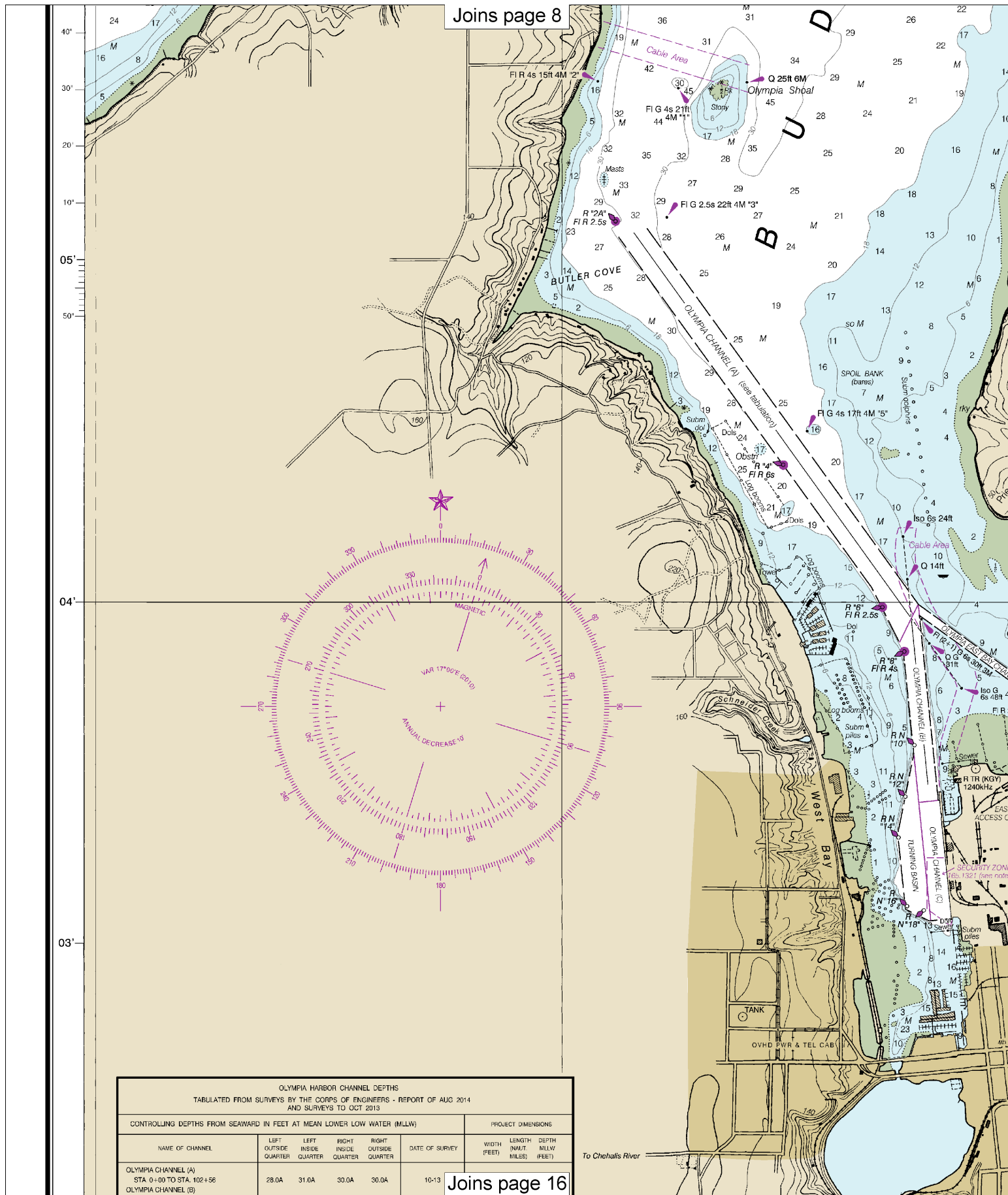
SCALE 1:20,000  
Nautical Miles

See Note on page 5.



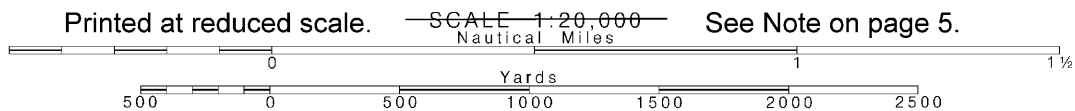






12

Note: Chart grid lines are aligned with true north.



See Note on page 5.



THE NATION'S CHARTMAKER SINCE 1807

# UNITED STATES - WEST COAST WASHINGTON

## OLYMPIA HARBOR AND BUDD INLET

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

Mercator Projection  
Scale 1:20,000  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.652" southward and 4.503" westward to agree with this chart.

## TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Doffmeyer Point	(47°08'N/122°54'W)	feet 14.4	feet 13.4	feet 3.1
Olympia	(47°04'N/122°54'W)	14.6	13.6	3.1

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Sep 2010)

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HC lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

## Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gra grass	M mud	S sand	sy sticky

## Miscellaneous:

AUTH authorized	Obsn obstruction	PD position doubtful	Subn submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

## HEIGHTS

Heights in feet above Mean High Water.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

## CAUTION

Limitations on the use of radio signals as aids to navigation are published in the U.S. Coast Pilot, National Edition 117.

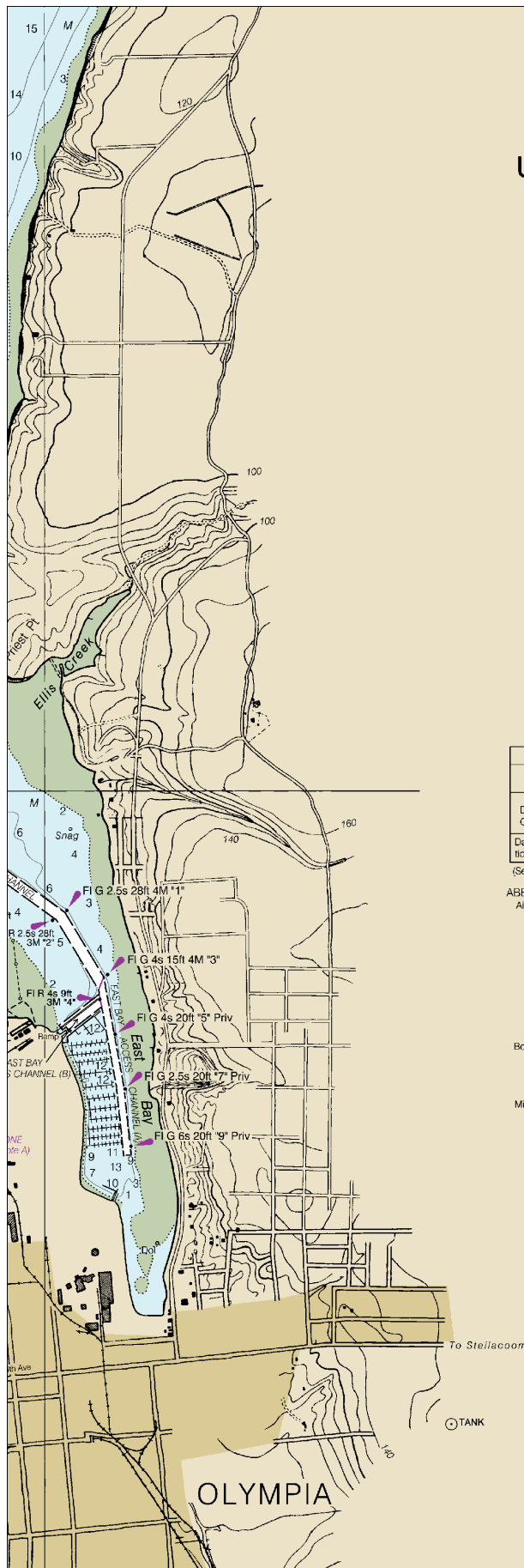
## NOTE A

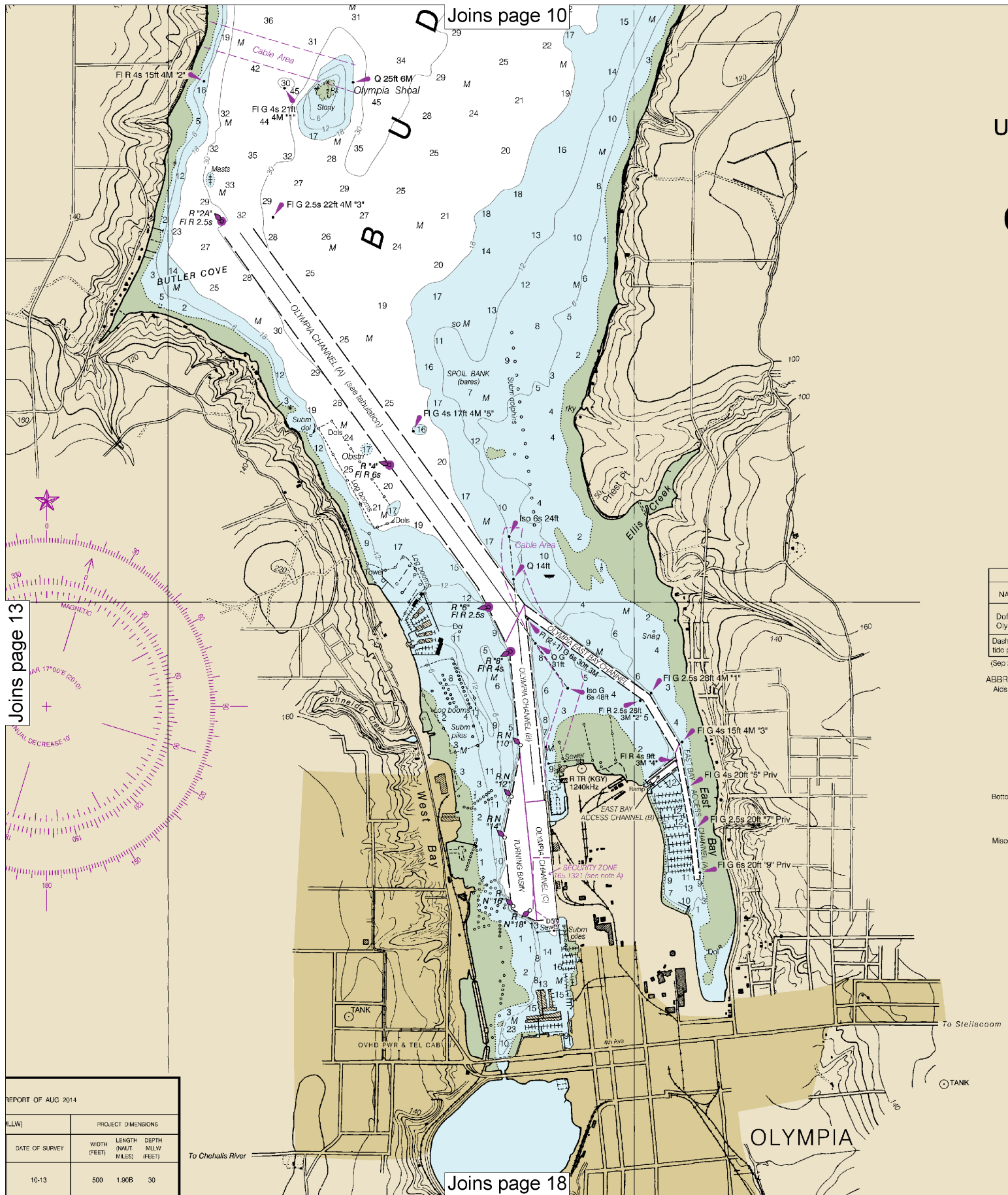
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

Refer to charted regulation section numbers.

## NOTE H

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS).





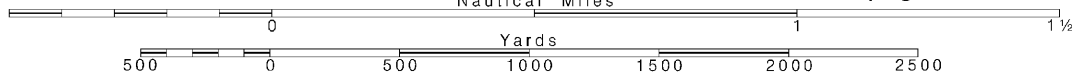
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.







THE NATION'S CHARTMAKER SINCE 1807

# UNITED STATES - WEST COAST WASHINGTON

## OLYMPIA HARBOR AND BUDD INLET

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

Mercator Projection  
Scale 1:20,000  
North American Datum of 1983  
(World Geodetic System 1984)

### SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

#### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.652' southward and 4.503' westward to agree with this chart.

#### TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water
NAME (LAT/LONG)		feet	feet	feet
Hoffmeyer Point (47°08' N/122°54' W)		14.4	13.4	3.1
Olympia (47°04' N/122°54' W)		14.6	13.6	3.1

Notes: (---) located in datum column indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

10p 2010)

BREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Notes to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

#### Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

#### miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

2L Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

#### HEIGHTS

Heights in feet above Mean High Water.

#### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

#### CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

#### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

#### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

#### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial Intelligence Agency Publication 1-17.

#### NOTE A

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03'

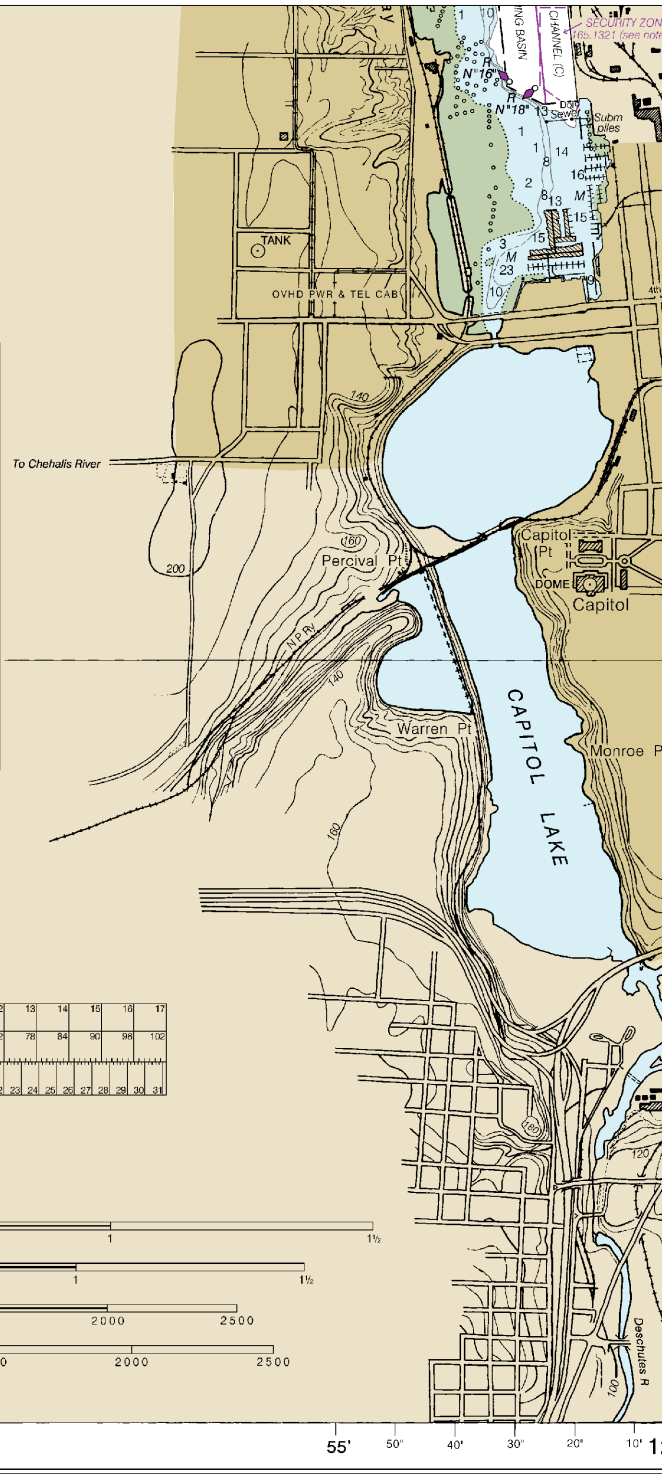
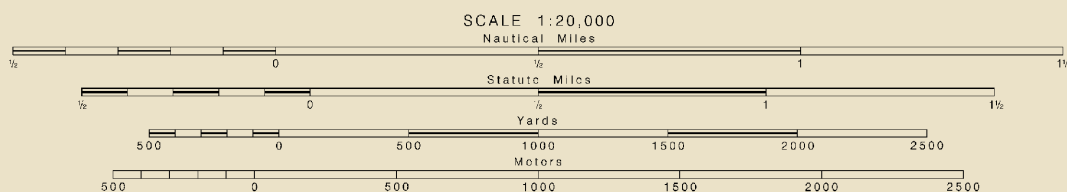
47° 02'

01'

OLYMPIA HARBOR CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2014 AND SURVEYS TO OCT 2013						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET) LENGTH (NAUT. MILES) DEPTH (FEET)
OLYMPIA CHANNEL (A) STA. 0+00 TO STA. 102+56	28.0A	31.6A	30.0A	30.0A	10-13	500 1.90B 30
OLYMPIA CHANNEL (B) STA. 102+56 TO STA. 135+30	29.5	30.6	29.8	16.3	10-13	350 .80 30
OLYMPIA CHANNEL (C) STA. 135+30 TO STA. 156+50	23.8	31.3	28.9	29.1	10-13	371 .40 30
TURNING BASIN STA. 126+61 TO STA. 156+50	22.6	22.6	22.6	22.6	10-13	429 .80 30
OLYMPIA EAST BAY CHANNEL STA. 102+56 TO STA. 135+30	13.6	14.3	14.3	9.9	10-13	150 .70 13
EAST BAY ACCESS CHANNEL (A) STA. 37+30 TO STA. 67+35	9.0A	11.0A	11.0A	12.0A	10-13	100 .80B 13
EAST BAY ACCESS CHANNEL (B) STA. 38+67 TO STA. 40+66	4.4	4.4	4.4	4.4	10-13	178 .10 13

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.  
A. TABULATION VALUES SELECTED BY THE OFFICE OF COAST SURVEY.  
B. FULL EXTENT OF CHANNEL IS NOT SHOWN DUE TO SIGNIFICANT SHOALING.

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17



18456

CAUTION  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

Published at  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL CENTER FOR COAST AND GEODETIC SURVEYS

21st Ed., Nov. 2010. Last Correction: 7/13/2016. Cleared through:  
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

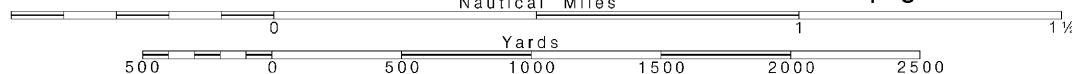
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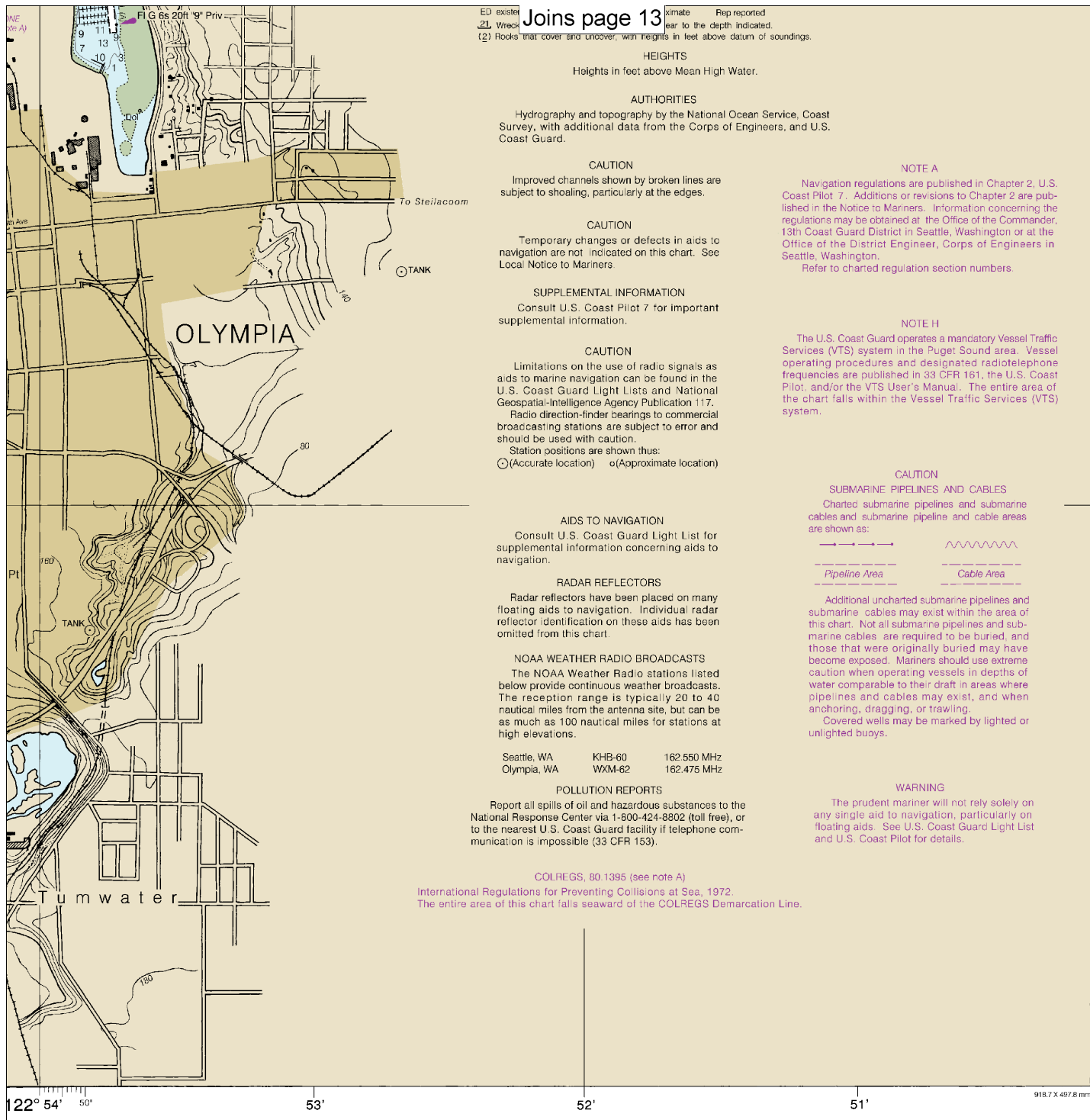
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





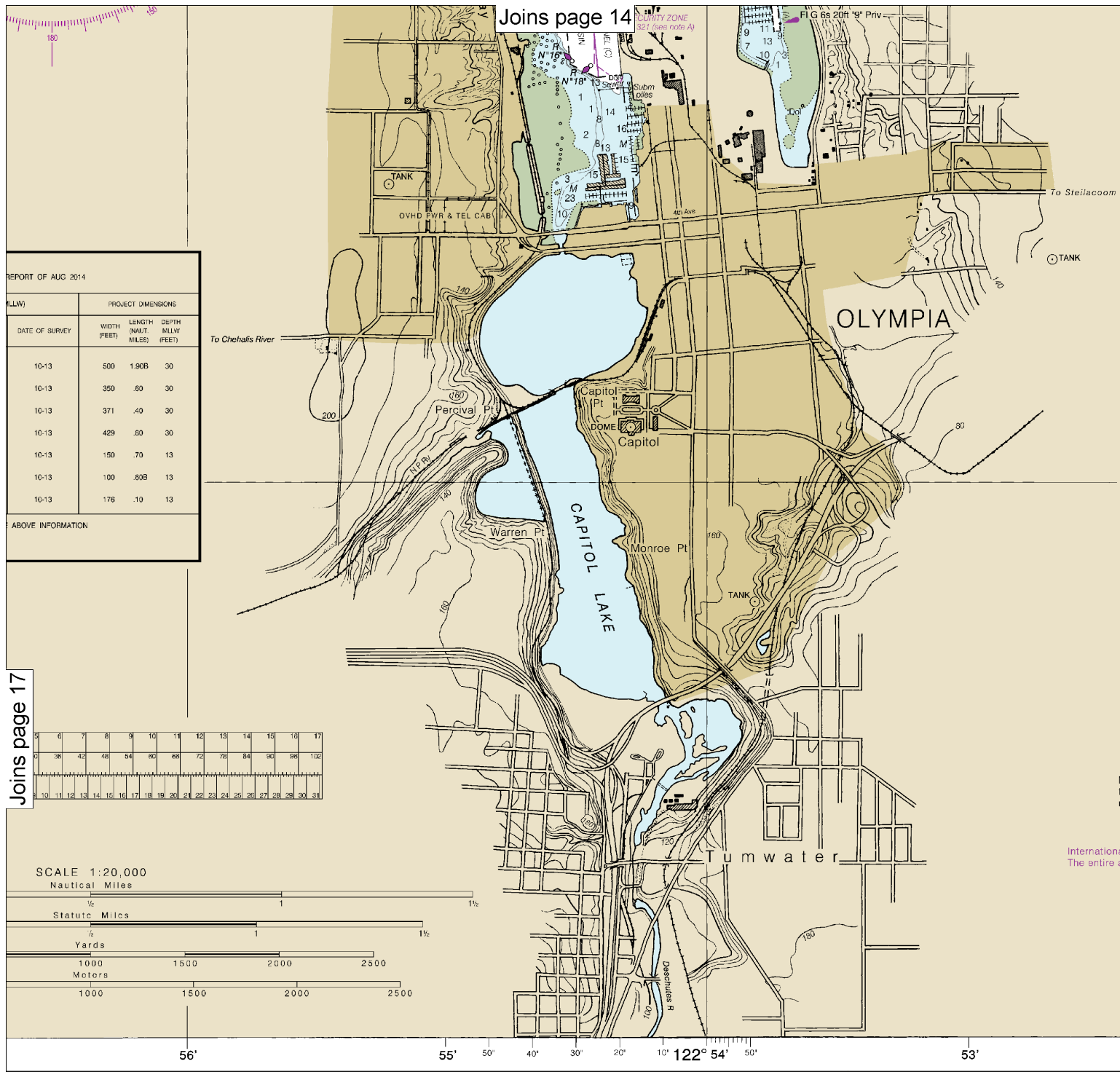
at Washington, D.C.  
ENT OF COMMERCE  
ATMOSPHERIC ADMINISTRATION  
OCEAN SERVICE  
ST SURVEY

Olympia Harbor and Budd Inlet  
SOUNDINGS IN FEET - SCALE 1:20,000

SOUNDINGS IN FEET

18456





Joins page 17

CAUTION

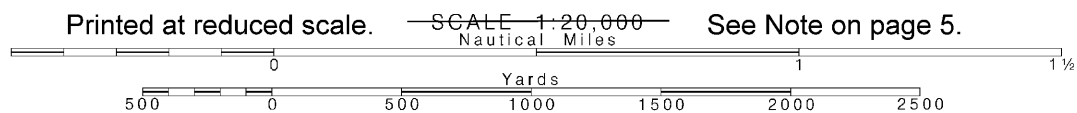
Chart has been corrected from the Notice to Mariners (NM) published by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LN) issued periodically by each U.S. Coast Guard district to the chart in the lower left hand corner. Chart updates corrected from Notice to Mariners (NM) published after the dates shown in the lower left hand corner are available at [www.noaa.gov](http://www.noaa.gov).

13/2016. Cleared through:  
10/2016, CHS: 1116 (11/25/2016)

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

18

Note: Chart grid  
lines are aligned  
with true north.



ED existence doubtful PA position approximate Rep reported  
(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(22) Rocks that cover and uncover, with heights in feet above datum of soundings.

Joins page 15

#### HEIGHTS

Heights in feet above Mean High Water.

#### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

#### CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

#### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

#### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

#### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◌ (Approximate location)

#### AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

#### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

#### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Seattle, WA	KHB-60	162.550 MHz
Olympia, WA	WXM-62	162.475 MHz

#### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

COLREGS, 80.1395 (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The area of this chart falls seaward of the COLREGS Demarcation Line.

#### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

Refer to charted regulation section numbers.

#### NOTE H

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

#### CAUTION

##### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

#### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

03'

47°  
02'

01'

52'

51'

918.7 X 487.8 mm

Olympia Harbor and Budd Inlet

SOUNDINGS IN FEET - SCALE 1:20,000

18456

SOUNDINGS IN FEET



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	— <a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	— <a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	— <a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	— <a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	— <a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	— <a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	— <a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	— <a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	— <a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	— <a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	— <a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	— <a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	— <a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	— <a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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